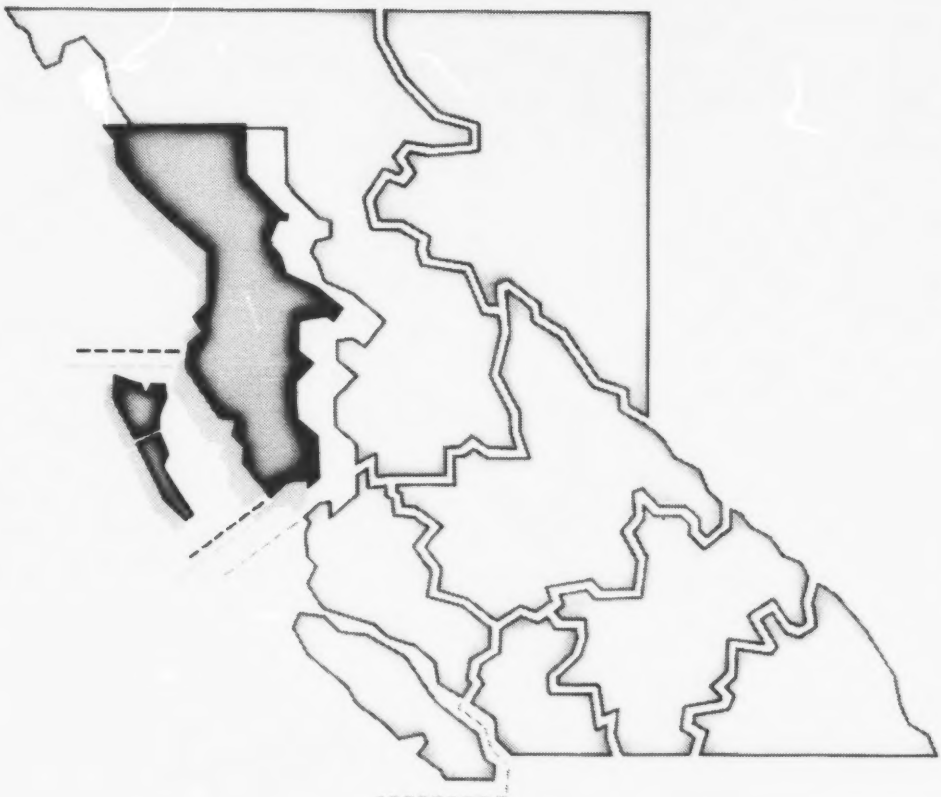
North Coast – Region 6

Transportation Committee Recommendations



FREEDOM TO MOVE

LEGISLATIVE LIBRARY

REGION SIX TRANSPORTATION PLANNING COMMITTEE

REPORT TO

Honourable Terry Huberts, Minister of State

North Coast Region

June 29, 1989

By

Mayor Darlene Cornell, Chairman
Mayor Rick Wozney, Vice Chairman
Mayor Jack Talstra
Mayor Gordon Feyer
Mayor Alice Maitland
Mr. Cliff Bolton
Mr. Tom Greene Sr.
Mr. Jay Strong
Mr. Harry Nyce
Mr. Dirk Nyland

Jackman Consultants Inc.
5122 Medeek Avenue, Terrace, B.C., V8G 1E1
(604)635-6853

TABLE OF CONTENTS

Executive Summary

	Overview	1
	Major Recommendations	5
	Conclusions	8
1.0	Introduction	9
2.0	Objective of the Regional Transportation Plan	12
3.0	Planning Process	
	3.1 History	14
	3.2 The Committee	16
	3.3 Schedule of Community Hearings	17
4.0	Proposed Projects	
	4.1 Primary Rating	18
	4.2 Secondary Rating	21
	4.3 Other Projects	22
5.0	Proposed Initiatives	
	5.1 Primary Rating	25
	5.2 Secondary Rating	35
	5.3 Other Initiatives	37
6.0	Maps	
	Highways Projects	38
	Airports, Ports and Rail Projects	39
	Initiatives	40
7.0	Issue Identification and Description	41
8.0	Written Submissions	43
9.0	Appendix (Not included with this Report)	
	Minutes of Community Hearings	

EXECUTIVE SUMMARY

Overview

The Regional Transportation Planning Committee for Region 6, North Coast, referred to throughout this report as 'the RTPC' or 'the Committee', identified improving transportation infrastructure as the stimulus for the future economic growth of the Region. Committee recommendations have stemmed from the premise that where infrastructure improves, development follows.

The growth of transportation in British Columbia has either coincided with or precipitated economic development throughout the province. The forestry, mining, fishing, agriculture and tourism industries have either triggered the implementation of transportation infrastructure or followed closely the construction of rail and road corridors.

As one of the last regions of British Columbia to be served by railway and highways, Northwest B.C. shows unique potential for economic growth resulting from transportation projects and initiatives.

While transportation planning in the more developed areas, particularly the southwest, must address the needs of an ever-growing population and the resultant congestion, Northwest B.C. must look to improved transportation infrastructure as a spur to economic development.

Due to land availability, most municipalities and organized areas within Region 6 are capable of supporting greatly increased populations, but sustained economic growth will depend heavily upon improved transportation infrastructure.

Projects and initiatives were assessed in the context of their effects on the long term Strategic Plan. The committee emphasized regional considerations over immediate localized needs which, though some are considered acute, did not receive as high a priority for inclusion in the long term Strategic Plan. Projects which relied on the completion of another project or a change of policy also received a lesser priority rating.

As the regional planning process will be an ongoing initiative, some of these secondary issues are anticipated to take on greater importance in future and their relative priority reassessed.

Air Transportation

Air access from Vancouver to Region 6 population centres has been steadily improving. Facilities and levels of service must be maintained and upgraded to support the increasing demands of industrial and commercial ventures, in outlying communities and unorganized areas as well as in the major centres.

Ferries

The growth of tourism generally and in particular, the recent designation of the South Moresby National Park Reserve, will increase the need for responsive and responsible ferry service.

Isolated coastal communities have expressed a demand for improved ferry and barge services.

Highways

By far the greatest majority of submissions to the Committee concerned highway transportation. In establishing its priorities, the Committee focussed on the most pressing issues from the view of Regional need.

Present road systems provide the base for further development of the Northwest within both Economic Development Region 6 (North Coast) and the western portion of Region 7 (Nechako) served by Highway 37. North-south corridors must be improved and extended to stimulate expected development.

Ports

Port facilities in Region 6 can be expanded substantially and in concert with the east-west tranportation corridor provided by Highway 16 and the Canadian National Railway, could help alleviate the congestion experienced by Vancouver and the Lower Mainland, as senior levels of government increase their awareness of the Region's advantages as a shipment point to Pacific Rim markets.

Rail Transportation

CN Rail establishes a vital east-west link for both commercial and passenger traffic, linking Region 6 with Prince George and the prairies. Levels of service have declined over the years. Vigilance must be maintained to prevent further deterioration and to ensure that future needs are met.

Major Recommendations

Sections 4.1 and 5.1 of this Report describe the projects and initiatives considered essential and assigned a high priority by the Committee.

Air Transportation

Continued improvement of present services is essential. Priority issues include the upgrading of the Terrace-Kitimat Airport, increased Air Transport Assistance Program (ATAP) funding for smaller local airparks, support for east-west air transportation services, improved ferry access to the Digby Island Airport at Prince Rupert, provision of customs service to Region 6 airports, and continued support for local helipad construction.

Coastal Transportation

Federal assistance to small craft harbours must be maintained and expanded.

Ferries

Changes in the legislation or interpretation of Dangerous Cargo Regulations must be made to reduce the adverse effects on individuals and companies trying to meet compliance requirements.

The Committee further recommends that a Task Force be specifically charged with addressing improvement and expansion of services provided by B.C. Ferries, focussed on such issues as ferry service on Routes 10 and 11, barge and ferry service to remote coastal communities and the demand by other communities for facilities.

Highways

Concurring with the 'Transportation Planning Overview for the Province of British Columbia' (Delcan), the Committee places high priority on the improvement and upgrading of existing roads. Specifically, the RTPC identified the following as the most seriously needed improvements:

- designation of the Nass Valley access road as a provincial highway and subsequent upgrading
- elimination of level rail crossings on Highway 16
- maintenance of the Greenville-Aiyansh road
- upgrading of Highway 37 to Bob Quinn Lake and ultimately to the Yukon border
- rehabilitation of the Hagwilget Bridge at Hazelton
- a study of perceived requirements for municipal industrial bypasses.

Public safety, access to resources, and regional development potential give impetus to several other highways issues which, in the context of their effects on the long term Strategic Plan, may have received a somewhat lower priority from the Committee. They are, however, of continuing concern and importance within the region and attained a high level of support from the Committee. These secondary issues are discussed in Sections 4.2 and 5.2 of this Report.

Seaports

The Committee perceives increasing development and use of Region 6 ports as a solution to the congestion problems being experienced at export facilities in the lower mainland.

Railways

The Committee opposes any planned cutback or abandonment of VIA rail passenger service, which provides an important tourism stimulus for Region 6.

Canadian National trackage at Prince Rupert and Port Edward seriously constrains foreshore development as does the existence of switching yards within Terrace boundaries. The Committee would support an initiative to alleviate these constraints.

Transit

Transit needs are expected to be met, as demand grows, by the private sector, but there is room for government involvement in ensuring the special requirements of handicapped individuals receive attention.

The Committee supports the right of special needs individuals to improved access to public facilities including busses, ferries, air and rail. The Committee supports improved public transit throughout Region 6.

Conclusions

The Regional Transportation Planning Committee for Region 6, North Coast has appreciated the opportunity to participate in the transportation planning process. The Committee recognizes that the concept of regional participation is a new one; one which changes the political dynamics of the planning process from 'top-down' to 'bottom-up'.

It is the Committee's belief that parochial issues and potential conflicts can best be resolved at a regional level, and that the recommendations resulting from the combination of local political input and public participation through the community hearing process generally reflect the wishes of the Region.

The continued upgrading of highways and airports will play a key role in our regional development. Improvements in these two modes are seen as essential. The development of better seaports and ferry service will also have a major impact, while the benefits derived from railways and transit are seen as somewhat less significant.

Many areas of the province require major upgrading to cope with the congestion already being felt from population increases. The reactive nature of transportation planning in these circumstances is unlike that of Region 6, in which improved transportation infrastructure will be the pro-active stimulus to economic development of the North Coast Region.

The transportation planning process must address this somewhat unique situation to help ensure the continued economic development of Region 6, North Coast.

1.0 INTRODUCTION

Economic Development Region 6, North Coast encompasses the two Regional Districts of Kitimat-Stikine and Skeena-Queen Charlotte, an area of 118,853 square kilometres with a population of 62,544 (1986 census).

Major population centres are the Cities of Prince Rupert (15,755) and Terrace (10,532) and the District of Kitimat (11,196). The unincorporated Thornhill area bordering Terrace accounts for 4215 people, as of 1986.

Other significant communities include:

Village of Masset (1529)	District of Stewart (858)
District of New Hazelton (796)	Village of Hazelton (836)
Village of Port Edward (704)	Village of Port Clements (539)

There are 8400 people residing on Indian Reserves in the Region.

(Figures have been taken from 'STATISTICS RELATING TO REGIONAL AND MUNICIPAL GOVERNMENTS IN BRITISH COLUMBIA 1988' - Ministry of Municipal Affairs, Recreation and Culture.)

Transportation infrastructure forms a very important part of the economic and social base of the Region, which is bisected by Highway 16 east to west and Highway 37 north to south. The Canadian National Railway follows the Highway 16 corridor.

Major airports at Terrace/Kitimat, Prince Rupert and Sandspit provide freight and passenger staging, while many smaller local and private air strips help to service outlying communities and developments, particularly mining.

The Port of Prince Rupert, a Canada Ports Corporation System, is the second largest harbour in British Columbia in terms of cargo volume (Delcan), handling mainly forest products, coal and grain. Private facilities in Kitimat (aluminum, pulp and lumber) and in Stewart (logs) handle substantial volumes as well.

Coastal communities rely heavily on BC Ferries, private aircraft and barge service for moving people and materials, a reliance that is expected to increase with expanded tourism opportunities.

Prince Rupert, Terrace and Kitimat have community transit systems (bus), and the Region is fairly well served by private bus lines running between communities.

This report has evolved from a process of political and public input, with a view toward improvements to regional infrastructure that will benefit the North Coast Region into the 21st Century.

Many of the projects and initiatives identified by the Regional Transportation Planning Committee as important to this longer range planning process are conceptual in nature, and regrettably there is little technical or financial data readily available to support these identified needs.

The Committee has recognized this deficiency, and recommends that further studies as required to meet the needs of the Region be undertaken by appropriate agencies on an issue to issue basis.

2.0 OBJECTIVE OF THE REGIONAL TRANSPORTATION PLAN

In November of 1988 the Honourable Neil Vant, Minister of Transportation and Highways, issued to British Columbians a challenge to be part of a planning process. The planning process would develop a transportation network for the Province.

The Province of British Columbia Strategic Transportation Plan 1990 - 2000, as it will be called, will determine how best to direct future resources - both public and private - in building transportation systems that will take British Columbia into the next century as an active trader in international markets, where efficient transportation networks play an integral role in the Province's economy.

The wear and tear of daily use and weather have taken their toll on bridges, roads, airports, railways and marine facilities in the Province. A balanced and comprehensive plan will allow for replacing, rebuilding, expanding and improving facilities as becomes necessary.

Under the auspices of the Minister of State, regional transportation planning committees were formed in each of the eight development regions and charged with the responsibility of preparing regional transportation plans with the following objectives:

1. to determine the present and future transportation needs and priorities of each region

2. to analyse issues and provide support documentation for recommended improvements

3. to recommend to Government a transportation plan that included short and long-term directions.

All modes of transportation, air, coastal marine, ferry, highways, ports, rail and transit were to be considered in the review. The overall goal was to produce at a regional level a report that would identify to the Minister of State transportation priorities and initiatives. The Report would also form a part of the provincial strategic planning process.

The regional transportation plans are to reflect the views of the region and its residents. Community input formed an integral part of the process.

3.0 PLANNING PROCESS

3.1 History

During 1988, a Regional Development Group of sixty members was formed to examine issues of concern in Region 6, North Coast. From this group, a ten-member Regional Advisory Council (RAC) was appointed and several 'task forces' formed to prepare recommendations on infrastructure, social services, health care and native issues, among others.

The task force on transportation needs became the 'Regional Transportation Planning Committee', (referred to in this report as the RTPC or the Committee) composed of nine members representing a cross-section of Region 6 (See Section 3.2).

The Committee established a short list of priority items based on information provided in Delcan and previously identified issues, incorporating 1989-90 budget requests from Regional Ministry of Transportation and Highways.

The Committee embraced the Community Hearing Process as a method of identifying new issues and gauging levels of support for the various projects and initiatives. Members agreed to attend as many public meetings as their schedules would allow, and began a series of Community Hearings (See Section 3.3).

In addition, the Committee solicited written submissions from major industrial concerns, transportation companies, communities, labour, band councils, Regional Districts and other groups having an interest in ongoing transportation planning.

The input process was an unqualified success, meeting the Committee's expectations in identifying new issues and providing public support or opposition to particular initiatives. The Committee then considered the issues, setting priorities based on regional and provincial impact and recognized importance.

This report is the result of the Committee's efforts.

3.2 The Committee

MEMBERS OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE

Darlene Cornell	- Mayor, District of Stewart - Chairman
Richard Wozney	- Mayor, District of Kitimat - Vice Chairman
Alice Maitland	- Mayor, Village of Hazelton
Jack Talstra	- Mayor, City of Terrace
Gordon Feyer	- Mayor, Village of Masset
Harry Nyce	- Chief Councillor, Canyon City Band Council
Cliff Bolton	- Chief Councillor, Kitsumkalum Band Council
Tom Greene Sr.	- Chief Councillor, Skidegate Band Council
Jay Strong	- President, Prince Rupert Chamber of Commerce

* Alderman Eric Janes of Prince Rupert, Mr. Strong's alternate on the Committee, passed away suddenly while returning from public meetings on the Queen Charlotte Islands. The Committee wishes to recognize the significant contribution of Alderman Eric Janes to the regional transportation planning process.

3.3 Schedule of Community Hearings

Transportation hearings were held as follows:

March 13	- Stewart	- Municipal Council Chambers
March 14	- Aiyansh	- New Aiyansh Community Hall
	- Terrace	- Municipal Council Chambers
March 15	- Prince Rupert	- Municipal Council Chambers
March 16	- Masset	- Municipal Council Chambers
	- Port Clements	- Fire Hall Meeting Room
	- Skidegate	- On Board BC Ferry
March 21	- Kitimat	- Riverlodge Activity Room
March 22	- Hazelton	- Secondary School Band Room

Attendance ranged from one to over two hundred with presentations from a low of one to a high of seventeen. Publicity was generally positive.

A deadline for written submission was set for April 15, 1989, but all submissions received before the Committee's prioritization meeting May 26 were included in deliberations.

4.0 PROPOSED PROJECTS

A brief description of the need for each project and the Committee's recommendation(s) follow.

4.1 Primary Rating

The Committee recommends that immediate attention be given to initiating, continuing or completing the following projects, identified as having a most significant impact on Region 6.

4.1.1 Air Transportation

6A001 - Terrace-Kitimat Airport Upgrading

Improved passenger handling capability and navigational aids are required. Customs clearance service is very limited, requiring an agent from Kitimat to travel on short notice. Cost estimate to complete Air Terminal Building - $2.3 million.

Propose continued upgrading of Terrace-Kitimat Airport with top priority given to a study of ILS vs MLS, building expansion, runway extension and lighting.

6A004 - Digby Island Airport Ferry Access

The location of Prince Rupert's airport on Digby Island necessitates ferry travel from downtown. Ferry runs are scheduled to meet incoming flights of major carriers, but do not serve the interests of smaller commercial and private flights. Relocation of the ferry dock would reduce ferry travel time and provide road and ferry access to Dodge Cove. Cost estimate to $3.8 million.

Propose that funding approval be granted for engineering studies, cost estimate $25,000, and subsequent construction.

4.1.2 Highways

6H014 - Level Rail Crossings

All but three level railway crossings have been eliminated on Highway 16 in Region 6. Carnaby-Kitsegukla and Esker overhead are planned for 1989/90. Remaining is Dumont Crossing 43 km west of Terrace, a 9 km realignment at an estimated cost of $14,000,000.

Propose that all Region 6 level crossings be eliminated by 1992.

6H013 - Greenville-Aiyansh Maintenance

A portion of the road from Aiyansh to Greenville traverses the Tseax lava beds and gravel overlays have deteriorated.

Propose that the road from Aiyansh to Greenville be brought up to a maintainable gravel standard. Cost estimate $500,000.

6H008 - Highway 37 Upgrading

Highway 37 is paved to Meziadin Junction but north to the Yukon border requires substantial upgrading for industrial, commercial and public uses. The route provides an alternate route through BC to the Alaska Highway, and is considered essential for further development of the northwest quarter of the province.

Propose continued upgrading from Meziadin Junction to Bob Quinn Lake, cost estimate $110 million, and ultimate completion to the Yukon border.

6H017 - Hagwilget Bridge Rehabilitation

This existing single lane bridge at New Hazelton requires major structural repair and improvements for safety and aesthetics. Budgetted in 1989/90. Reconnaissance estimate $2.5 million.

Propose completion of necessary repairs.

4.2 Secondary Rating

The Committee recommends that consideration be given to initiating, continuing or completing the following projects, identifi d as having a moderate regional impact or a very significant local impact.

4.2.1 Highways

6H015 - Design and construction of a permanent two lane bridge across the Nass River on Highway 37 at Meziadin.

6H011 - Design and construction of a one or two lane bridge to replace an aging foot bridge to Gitwinksihlkw Village (Canyon City).

6H028 - Rehabilitation of the Galloway Rapids Intersection of Highways 16 and 599R.

6H037- Assistance to allow developers to complete 4 km of access road to the Shames Mountain Ski Hill.

6H026 - Modification including traffic islands to reduce hazardous conditions at 'Five Corners' intersection in Prince Rupert.

6H027 - Design and construction of road and bridge access to Digby Island, replacing present ferry crossing.

6H012 - Design and construction of 29 km road from Greenville to Kincolith.

6H001 - Design and construct a resource road from Highway 37 to the Iskut Valley.

6H003 - Design and construct 3 km road and two bridges to extend Harbour Road (Kitimat) to tidewater.

6H002 - Provide two new steel and concrete bridges and replace one existing bridge as provincial contribution to road access from Tuck Inlet to Port Simpson.

4.2.2 Ports

6P001 - Construction of a public port at Kitimat. May require enabling legislation to extend jurisdiction for provincially funded seaports to the Province.

6P002 - Upgrade log handling facility at Stewart industrial port.

4.3 Other Projects

The Committee was pleased to receive a wide range of suggested projects and initiatives, and wishes to acknowledge with thanks submissions which, in this 'first cut' report, were identified as having a somewhat less positive or less immediate regional impact than the issues included in Sections 4.1 and 4.2 above.

Other projects considered by the Committee include:

6A006 - Building an airport on Lelu Island near Port Edward

6A009 - Upgrading Sandspit Airport

6A008 - Expansion of the Digby Island Airport Terminal

6H019 - Upgrading Tow Hill Road near Masset

6H039 - Access to the Iskut Valley from Stewart via Granduc

6H025 - Resurfacing McBride Street in Prince Rupert

6H033 - Rehabilitation of a section of Highway 16 near St. Mary's Spring north of Skidegate

6H035 - Extension of Bayview Drive in Port Clements to eliminate S-turns on Jasper and Cedar Avenues.

6H031 - Upgrading Highway 599R

6H016 - A second crossing of the Bulkley River at Hazelton

6H029 - Highway at risk from erosion, east coast Queen Charlottes

6H007 - A connector road link from Kispiox to Highway 37

6H023 - A second access road into New Aiyansh

6H034 - Widening Highway 16 on Queen Charlottes for bicycle use

6H009 - A connector road from Hazelton to Babine Lake

6H006 - Access to Interior via Telkwa Pass or from Kitimat/Houston

6H036 - A bridge across Skidegate Inlet linking Graham and Moresby Islands

6H020 - Improvement of the access road to Work Channel from Hwy 16

6H038 - Paving Old Remo Road near Terrace

6R001 - Upgrading CN rail line between Terrace and Kitimat

6R003 - Double-Tracking CN rail line to Prince Rupert

5.0 PROPOSED INITIATIVES

A brief description of the need for each initiative and the Committee's recommendation(s) follow.

5.1 Primary Rating

The Committee recommends that immediate attention be given to implementing policy changes or studies of the following initiatives, identified as having a most significant impact on Region 6.

5.1.1 Air Transportation

6A002i - ATAP Funding for Local Airports

Funding under the Air Transport Assistance Program has enabled building and upgrading of several local airparks in Region 6, and other communities have expressed interest in ATAP funding.

Proposed Initiative - Identification of regional community air service needs with a view to increasing ATAP funding, continued funding of current projects and ongoing improvements to local airparks; encouragement for private airstrips, and recognition of the value of smaller air transportation facilities to the future industrial development of the North.

6A003i - East/West Air Transportation

Several ventures to provide an air link from Region 6 to Prince George and/or Edmonton have failed in the past. Recently, an east-west connection has been announced.

The Committee would support provincial initiatives to ensure that east-west air transportation from throughout Region 6 to eastern points, once established, would continue to be maintained.

6A005i - Airport Customs Service

Customs clearance of imported goods is inadequate at Sandspit and Terrace-Kitimat, and inefficient at Digby Island. Customs agents in Kitimat and Prince Rupert clear goods, but are more oriented toward seaport traffic than air.

Proposed Initiative - That the province assist local municipalities in requesting that Revenue Canada establish full time positions for customs officers at Sandspit, Terrace-Kitimat and Prince Rupert Airports.

6A007i - Helipads

Properly constructed and serviced helicopter landing sites are conducive to commercial/industrial use and especially valuable in medical evacuation emergencies, forming the only realistic alternative for many smaller isolated communities.

Proposed Initiative - Review of present infrastructure to identify needs for construction of new/improvement of existing facilities for helicopter landings (currently underway).

5.1.2 - Small Craft Harbours

Federal funding through the Small Craft Harbours program has benefitted several Region 6 communities to establish or expand small craft facilities.

The Committee encourages provincial assistance to ensure that the Federal government maintain or enhance present funding levels.

5.1.3 Ferries

6F001i - Dangerous Cargo Regulations

Coast Guard regulations on shipment of dangerous cargo, the definition itself of what constitutes 'dangerous cargo' and the shortage of shipping alternatives have combined to place onerous restrictions on individuals and businesses, particularly on the Queen Charlotte Islands, raising prices and delaying delivery on a wide range of common household items and farm supplies.

Proposed Initiative - A review of dangerous cargo regulations and their effect on people and commerce in isolated areas, mandated to propose solutions to alleviate this vexing problem.

6F010i - Task Force on BC Ferry Service to Region 6

The concensus of the Committee is that BC Ferries is not responding in any meaningful manner to the concerns of residents of this Region. Eight separate issues with varying degrees of importance were identified, and all require either study or immediate action by either BC Ferries management or an independent authority.

During its community hearing process, the Committee noted almost universal frustration with levels of service provided by the Ferry Corporation. The Regional Advisory Council has expressed concern that there is no representative living in the northwest on the Corporation's Board of Directors. Both the RAC and RTPC consider this factor as contributing to the apparent failure by BC Ferries to respond to northern concerns.

To ensure that identified initiatives receive full and concerned consideration, the Committee recommends that those initiatives be addressed, along with others, by a Special Task Force on BC Ferries Operations.

6F002i - New Terminals

Several Region 6 communities have proposed that they be considered for ferry roll-on/roll-off facilities.

Proposed Initiative - Inclusion in a study of Route 10 and 11 demand for service, to determine feasibility of increasing ferry service to include potential alternate ports in Region 6.

6F003i - BC Ferries Service - Route 10

Use of Route 10 has been driven by vessel size and availability rather than by actual demand.

Proposed Initiative - A needs assessment to determine actual demand for both the present route terminating at Port Hardy and an extended route to Tsawwassen.

6F004i - BC Ferries Service - Route 11

Designation of South Moresby National Park Reserve is expected to increase summer tourism traffic to the Queen Charlotte Islands. A larger vessel and more frequent sailings could be required to ensure proper advantage is taken of regional tourism potential.

Proposed Initiative - Assessment by BC Ferries of demand and usage during the next tourist season to determine whether present vessel size and scheduling are adequate to meet demand.

6F005i - BC Ferries Service - Skidegate/Aliford Bay

The ferry service from Skidegate to Aliford Bay, which connects with the airport at Sandspit, is almost universally perceived as poor. Complaints run from insufficient number of sailings to scheduling that does not meet the demands of local residents.

Major concerns were expressed that the last evening sailings of the MV Kwuna are not co-ordinated with Canadian Airlines arrivals, so that delayed flights result in people being stranded overnight or creating hazardous conditions trying to catch the last ferry.

Proposed Initiative - Review of BC Ferries policy to ensure the last sailing of the MV Kwuna waits for airport traffic, and further propose that BC Ferries hold public meetings to help address local concerns and perceptions.

6F006i - Ferry Service - Coastal Communities

The village of Hartley Bay has not had commercial ferry service for a number of years; the only traffic mode at present is sea plane service. The Band Council has suggested that, in lieu of a ferry terminal, passengers could be transported by smaller boat to a BC Ferries vessel in the Bay. Other coastal communities (eg. Kincolith) have expressed concerns for public safety as well as costs for travel and supplies.

Proposed Initiative - A review of inadequate infrastructure serving isolated coastal communities.

6F007i - Barge Service - Coastal Communities

Over-height space on the Route 11 Ferry run to the Queen Charlotte Islands is at a premium. As tourist traffic increases, space that could (should?) be used for recreational vehicles is needed by transport trailer commercial traffic.

Barge service to mainland coastal communities tends to occur on a non-scheduled basis.

Proposed Initiative - Return to a regularly scheduled barge service with open deck storage to the Queen Charlotte Islands, and consider scheduled service to isolated coastal communities.

6F008i - Overheight Charges - MV Kwuna

The overheight charges levied on the Skidegate-Aliford Bay ferry run are an anomaly. Larger vehicles are already charged extra for length. Because of the single deck, height of the vehicle has no impact on capacity.

Proposed Initiative - Abolish the overheight charges.

6F009i - Disembarking - Prince Rupert

Route 11 traffic destined for Route 10 is often off-loaded first, while Highway 16 and local traffic must remain on the ferry until the Route 10 ferry has loaded and left the dock. Experienced users going into Prince Rupert can avoid the delays by saying they are going to Port Hardy, and then diverting when they reach the parking lot.

Proposed Initiative - A review to determine a safer, practical method of disembarking local traffic.

5.1.4 Highways

6H040i - Improve and Upgrade Existing Roads

As a general statement of policy, the Committee indicated that the improvement and upgrading of present highway infrastructure should take precedence over major new construction.

The major highways arteries in Region 6 are:

- Highway 16, providing east-west connections with Region 7 and Prince George from Prince Rupert and including the north-south road on the Queen Charlotte Islands.

- Highway 37, connecting Kitimat in the south with the Yukon border, again passing through Region 7.

The Nass Valley is served by forest roads connecting with Terrace, while Highway 599R ties Port Edward to Highway 16.

Major upgrading has been done in recent years on Highways 16 and 37 but further improvement is essential to ensure these main arteries continue to serve the needs of Region 6.

6H010i - Nass Valley Access Roads

Roads into the Nass Valley were built by private forestry concerns. Five new bridges are presently being constructed to Highways standards.

The road from Terrace to Rosswood was paved in 1983/84 but the road north from Rosswood is unpaved and presently designated as forest road. Cost to full highway hardtop standards: Rosswood to Aiyansh $25 million, Aiyansh to Greenville $15 million plus bridges.

Proposed Initiative - Designation of the road from Rosswood north to New Aiyansh and west from New Aiyansh to Greenville as a provincial highway, in anticipation of upgrading to full highway standards.

6H018i - Municipal Industrial Bypasses

Prince Rupert, Terrace, Kitimat and Stewart have identified that public safety would be improved and congestion alleviated if alternate 'truck routes' were built to bypass their communities, as did Delcan.

Proposed Initiative - That MoTH initiate a study of usage, congestion patterns and cost/benefit for the four communities.

5.1.5 Railways

6R002i - VIA Rail Passenger Service

The Committee opposes any planned cutback or abandonment of VIA rail passenger service, which provides an important tourism stimulus for Region 6.

Proposed that the Province assist local communities in lobbying efforts to retain VIA Rail passenger service to Prince Rupert.

5.1.6 Transit

6T002i - Disabled Individuals

A Task Force addressing the needs of the disabled has completed a public hearing process. For the most part, presentations to the RTPC duplicated submissions to that group.

Proposed that the Province continue to assist in meeting the needs of disabled individuals through public awareness and legislation ensuring access to public transportation - busses, ferries, rail and air.

5.2 Secondary Rating

The Committee recommends that consideration be given to the following initiatives, identified as having a moderate regional impact or a very significant local impact.

5.2.1 Highways

6H032i - Improve signage on Highway 16 from Rainbow Lake to Prudhomme Lake to make public aware of winter black ice conditions.

6H022i - Study to suggest physical or procedural improvements to access from the ferry dock at Skidegate.

5.2.2 Railways

6R004i - Study to consider negative impact of rail trackage corridors through communities and identify potential means of overcoming constraints.

5.2.3 Transit

Demand for improved public transit grows with population. While the Committee agreed with concerns for better passenger movement between Kitimat/Terrace and Terrace/Nass Valley (6T003), between Port Edward/Prince Rupert (6T004) and between Masset/Sandspit (6T001), concensus was that when demand and economics justified increased services the private sector would respond.

No recommendation.

5.3 Other Initiatives

The Committee was pleased to receive a wide range of suggested projects and initiatives, and wishes to acknowledge with thanks submissions which, in this 'first cut' report, were identified as having a somewhat less positive or less immediate regional impact than the issues included in Sections 5.1 and 5.2 above.

Other initiatives considered by the Committee include:

6H004i - Reclassification of Haisla Boulevard and Harbour Road (Kitimat) as provincial highway.

6H024i - Highway Traffic through Skidegate Village.

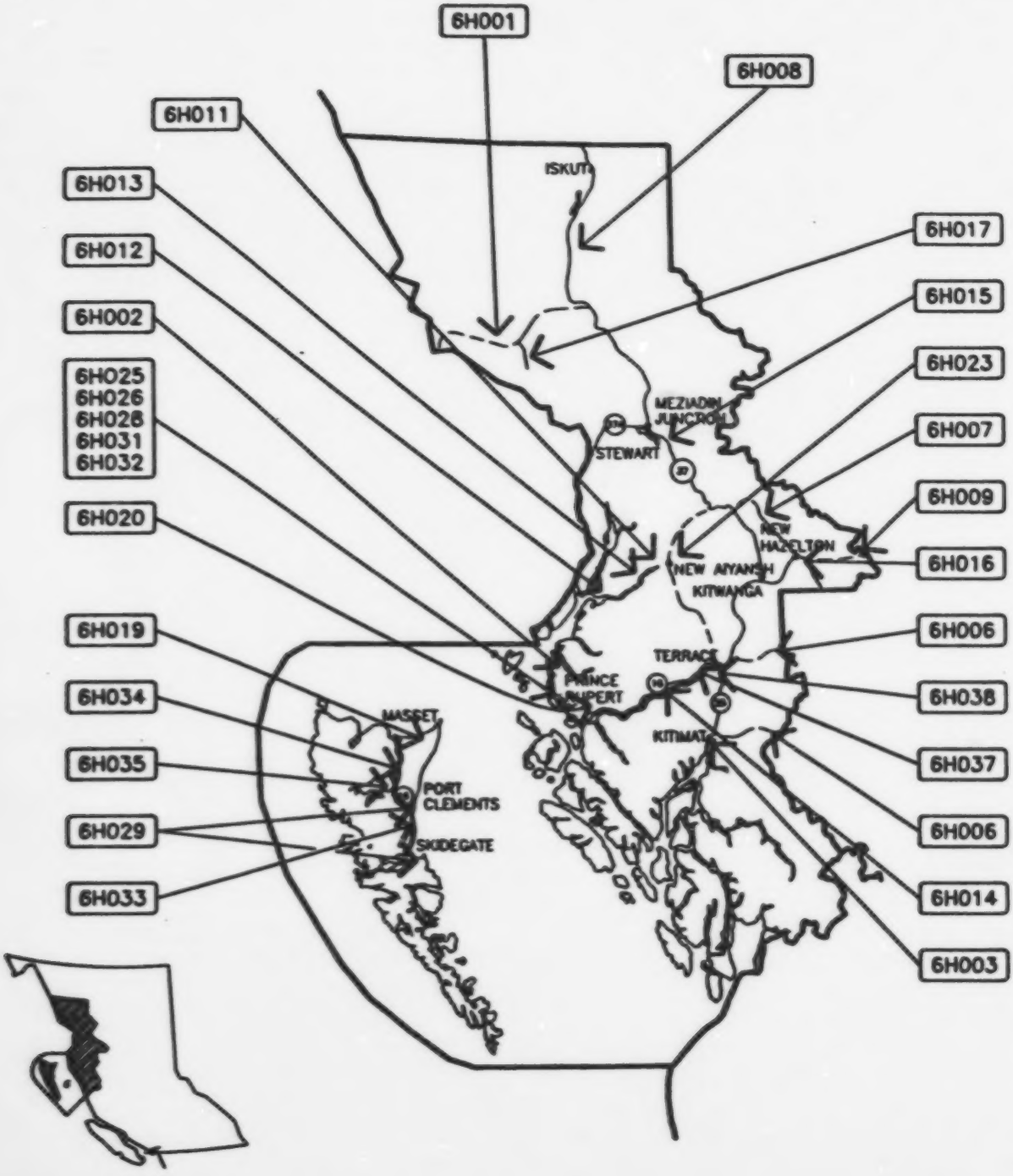
6H030i - Suggestion for local participation in planning process for South Moresby Park Access.

6H005i - Suggestion that future public use be considered when resource roads constructed.

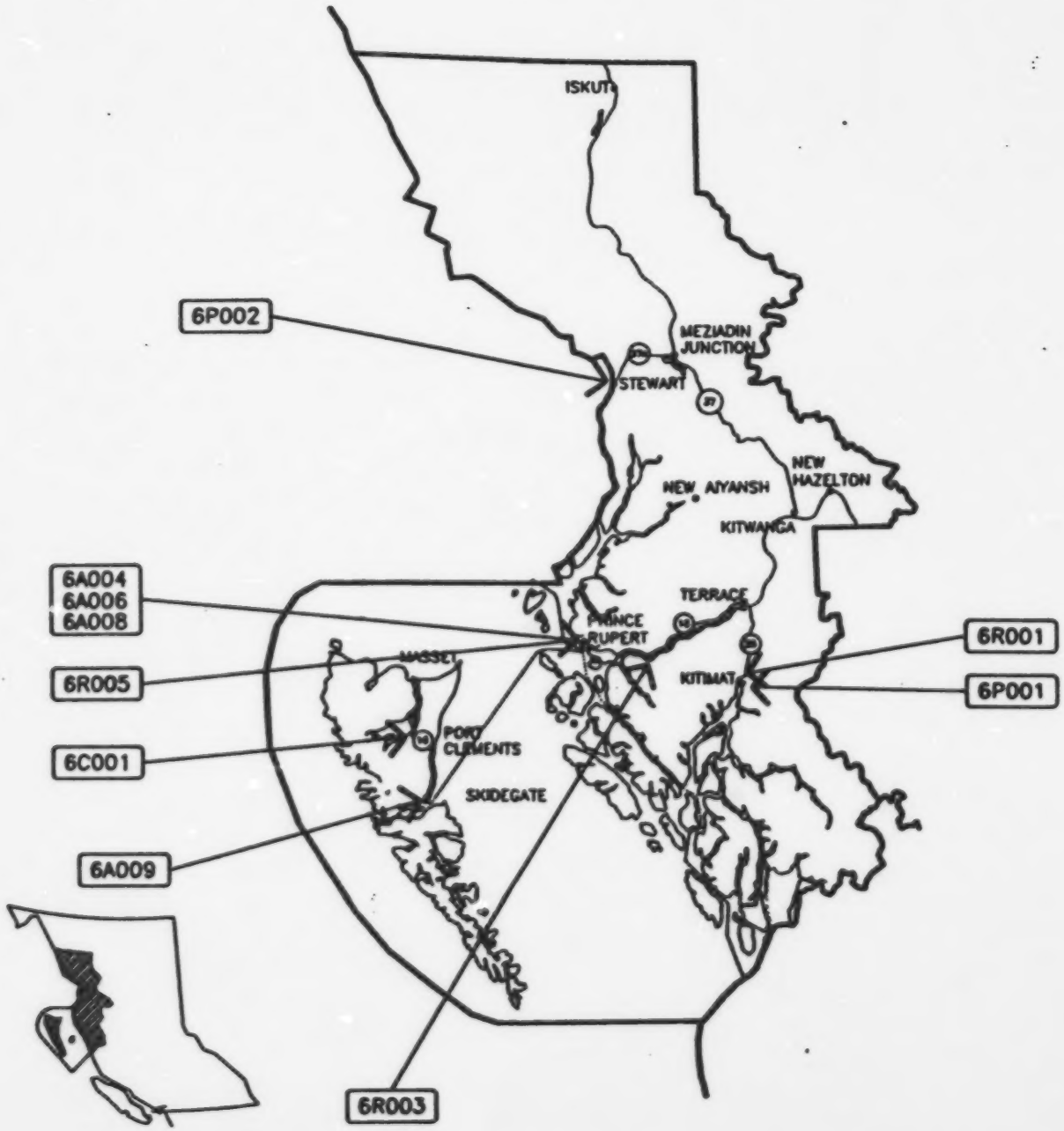
6R005i - Study for an intermodal passenger staging area in Prince Rupert.

REGION 6 NORTH COAST

HIGHWAY PROJECTS

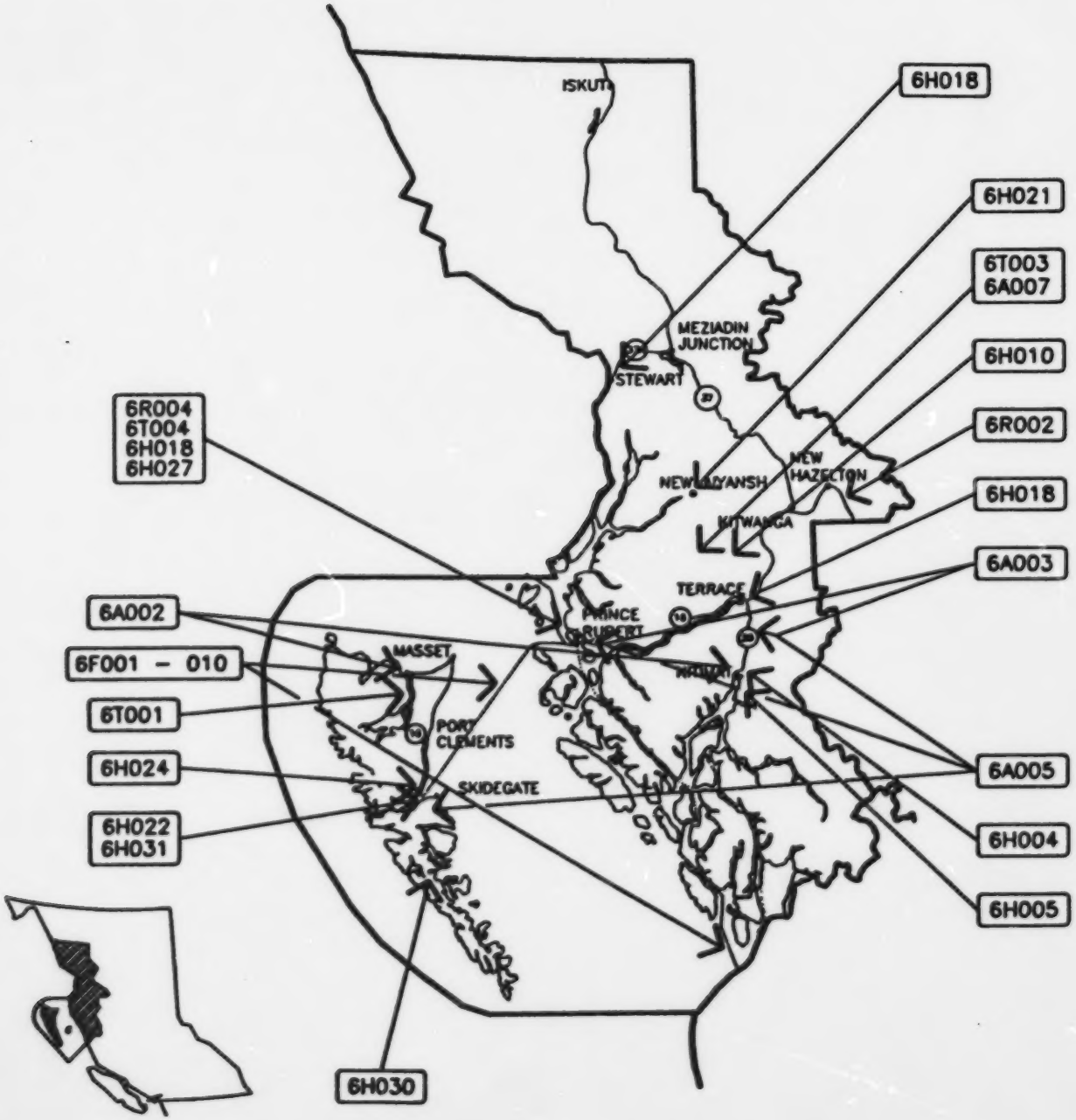


REGION 6 NORTH COAST
AIRPORTS, PORTS AND RAIL PROJECTS



REGION 6 NORTH COAST

INITIATIVES



ID NO.	DESCRIPTION	PROPOSED PROJECT OR INITIATIVE
6A001	Terrace-Kitimat Airport Upgrade	Study to deliver ILS or MLS, and capital improvements
6A002i	ATAP Funding - Local Airparks	Request to continue and expand ATAP funding for local airparks
6A003i	East-West Air Transportation	Monitoring of present service to ensure continuation and enhancement
6A004	Digby Island Ferry Access	Relocate ferry dock and build road to improve airport access
6A005i	Airport Customs Service	Revenue Canada to support customs service at Region 6 airports
6A006	Lelu Island Airport	Build road-accessible 1200 meter air strip and facilities
6A007	Helipads	Continue building and upgrade to medevac standards throughout Region
6A008	Digby Air Terminal Expansion	Contingent on improved access, expand terminal facilities
6A009	Sandspit Airport Upgrading	Replace present Air Terminal Building
6C001i	Small Craft Harbours	Policy statement supporting expansion of small craft harbours program
6F001i	Dangerous Cargo Regulations	BC Ferries to initiate procedures/services to alleviate problems
6F002i	New Terminals	BC Ferries to consider alternate ferry dock facilities in Region 6
6F003i	Ferry Service - Route 10	Study to initiate improvements in service
6F004i	Ferry Service - Route 11	Study to initiate improvements in service
6F005i	Ferry Service - Skidegate/Alliford	Immediate action needed to improve service
6F006i	Ferry Service - Remote Communities	Study to improve FERRY service to remote coastal communities
6F007i	Barge Service - Coastal Communities	Study to improve BARGE service to remote coastal communities
6F008i	Overheight Charges	Request to remove overheight charges on MV Kwuna
6F009i	Disembarking - Prince Rupert	Request to improve off-loading at Prince Rupert terminal
6F010i	Task Force on BC Ferries Service	Request to RAC and MoTH for a Task Force on BC Ferries Service
6H001	Iskut Resource Road	Build access to Iskut from Bob Quinn - Hwy 37
6H002	Tuck Inlet Connector Road	Province to pay for two bridges on Port Simpson access to Tuck Inlet
6H003	Harbour Road Extension	Build public access road to Kitimat Harbour
6H004i	Haisla/Harbour Reclassification	Support provincial jurisdiction thru Kitimat
6H005i	Douglas Channel Road Access	Request that resource roads be built with ultimate public use in mind
6H006i	Telkwa Pass/Houston-Kitimat	Study of alternate access routes Terrace or Kitimat to Interior
6H007i	Kispiox Connector	Study of alternate access route Stewart to Interior
6H008	Highway 37 Upgrading	Immediate upgrade to Bob Quinn, then to Yukon border
6H009	Hazelton-Babine Connector	Improve grease trail and logging roads Babine Lake to Hazelton
6H010i	Nass Valley Access Roads	Reclassify as provincial highway with upgrading to paved standards
6H011	Canyon City Bridge	Support Band in obtaining funds for industrial bridge
6H012	Kincolith Connector Road	Build 30 kilometre road from Greenville to Kincolith
6H013	Greenville-Aiyansh Rte.	Improve standard of road to good gravel condition
6H014	Level Rail Crossings	Eliminate 3 remaining CNR level crossings between Smithers and Rupert
6H015	Nass River Bridge - Meziadin	Build 2 lane bridge to replace single lane now in place
6H016i	Second Bulkley River Crossing	Build 2 land bridge to replace/augment existing Hagwilget Bridge
6H017	Hagwilget Bridge	Improvements to single lane Hagwilget Bridge - Hazelton
6H018i	Municipal Industrial Bypasses	Study of potential truck routes - Terrace Kitimat Stewart Rupert
6H019	Tow Hill Park Road	Upgrade existing road from Masset to graded aggregate seal
6H020	Work Channel Access Road	Provincial participation to upgrade private logging access road
6H021i	Skateen Avenue Maintenance	Highways to take over jurisdiction and maintenance - New Aiyansh
6H022i	Access from Skidegate Ferry	Highways/BC Ferries to improve public safety at Skidegate landing
6H023	Second Access - New Aiyansh	Alternate access into Village
6H024i	Highway Traffic Skidegate Village	Province to assist in maintaining street due to public usage

6H025	McBride Street Resurfacing	Upgrading of deteriorating section Hwy 16 thru Prince Rupert
6H026	Five Corners Intersection	Public safety improvements to intersection in Rupert
6H027i	Digby Island Road/Bridge Access	Provide road/bridge connection Rupert-Metlakatla-Digby
6H028	Galloway Rapids Intersection	Public safety improvements to Hwy 16 and Hwy 599R
6H029	Erosion - B.C.I. East Coast	Assure funding for erosion control Graham and Moresby Islands
6H030i	South Moresby Park Access	Request that residents and Reg.Dist represented in planning process
6H031	Highway 599R Hwy 16 to Cannery	General upgrading of deteriorating or unsafe sections Hwy 599R
6H032	Black Ice Rainbow to Prudhoane	Improve public safety by signage and/or sealcoat
6H033	St. Mary's "Fault"	Rehabilitation of short section of deteriorated Hwy 16 on Graham Is.
6H034	Bicycle Lane - Hwy 16 B.C.I.	Widen shoulder to provide bicycle lane
6H035	Bayview Drive Extension	Eliminate S-curve access to Port Clements
6H036i	Skidegate Inlet Bridge	Provide road/bridge connector Graham and Moresby Islands
6H037	Shaaes Ski Hill Access Road	Province to fund completion of 4 km road to Terrace ski hill (private)
6H038	Old Reno Road Paving	Extend paving on local Terrace farm road
6H039i	Granduc Unuk Valley Access	Study of alternative access to Iskut via Stewart and Granduc
6H040i	Improve & Upgrade Existing Roads	Policy statement that present infrastructure take precedence over new
6P001	Public Port - Kitimat	Build a public port facility - industrial & ferry
6P002	Industrial Port - Stewart	Upgrade log handling facility
6R001	CN Upgrading - Terrace/Kitimat	Request CN to speed up plans to improve branch line to mainline stnd.
6R002i	VIA Rail Passenger Service	Request that CN maintain or enhance present level of service
6R003	CN Double-Track to Prince Rupert	When demand warrants, double-tracking of main line to Rupert
6R004i	Rail Constraints Foreshore Devel.	Study to assist communities with railway constraints to development
6R005i	Intermodal Staging Area	Study to centralize public transportation staging in Prince Rupert
6T001i	Graham Island Transit	Support local initiatives to establish private transit system
6T002i	Disabled Individuals	Support awareness of special needs people in access planning
6T003i	Public Transit - Kitimat/Mass	Support enhancement of present private transit services
6T004i	Transit - Port Edward/Prince Rupert	Support enhancement of present B.C. Transit services

WRITTEN SUBMISSIONS TO THE COMMITTEE

The Committee is pleased to acknowledge the written submissions received from interested participants in the Transportation Planning Process.

Presenter	Issues Addressed
Canadian National Railway	Railway Issues
Canadian Forces Station Masset	Multiple
City of Prince Rupert	Multiple
City of Terrace	Multiple
Mr. Gerald Coukell	6H016
Department of Fisheries & Oceans	6F005
District of Kitimat	Multiple
District of Stewart	Multiple
Mrs. Aileen Frank	6F003
Mr. Floyd Frank	6H018
Gitlakdamix Band Council	Multiple
Graham Island Farmers Institute	6F001
Graham Island Transit Company	6T001
Hartley Bay Band Council	Coastal Ferries
Mr. Michael Hutter	6R002
Kitimat Stikine Regional District	Multiple
Mr. & Mrs. R. Koerner	6H038
Lax Kw'alaams Development Corporation	6H002
Mr. James T. McKay	6H020
Mr. William H. McRae	6H006
Mr. Trevor Mendham	6T002
Mr. Dan Miller, MLA Prince Rupert	6F001
Ministry of Regional Development	6R001
Ministry of Transportation & Highways	Highways Capital
Moresby Island Advisory Planning Commission	Multiple
Nisga'a Tribal Council	Multiple
North by Northwest Tourism Association	Multiple
North Coast Road Maintenance Ltd.	6H010
Northwest Loggers Association	6H018
Prince Rupert Convention & Visitors Bureau	Multiple
Royal Canadian Mounted Police	Highways
Skeena Queen Charlotte Regional District	Multiple
Skeena Sawmills	6H003
South Moresby Air Charters Ltd.	6F005
Transport Canada	Airport Projects
Village of Hazelton	Multiple
Village of Masset	Multiple
Village of Port Clements	Multiple
Village of Port Edward	Multiple
Yellowhead Van & Storage	6F003